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THE
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



◆◆ VOL. 3 NO. 20 ◆◆
OCTOBER 22 - NOVEMBER 4, 1992



Jerry Wheeler of the New Bedford Seafood Co-Op chats with Bruce Almeida in front of the Co-Op's Port of New Bedford booth at the Fish Expo held in Boston recently. The three day trade show featured the latest in fishing gear and services.

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LETTER FROM THE EDITOR

Just when you least expect it, we now hear of another idea about groundfish management plans. During a recent New England Fishery Management Council - Groundfish Committee meeting, Gloucester representative Tom Hill proposed another idea that quickly was accepted as a non-preferred alternative to the effort to manage the groundfish stocks.

The details of the plan are on page 6 of this issue of the Barnacle. What makes his plan most interesting is the fact that he is proposing that management of the stocks be divided into three distinct areas...each calling for a few different set of regulations. It's exactly what area fishermen have been asking for over the past year now. Finally a Council member proposes it and it sounds great.

Fishermen do have some good suggestions and they should be looked at carefully. Unfortunately, unless you have a good representative on the council who is willing to pursue your cause, many "fisherman generated" ideas of stock management mean little. Hat's off to Mr. Hill for suggesting this favorable idea!

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Front Photo: Thanks to William Eldridge of the F/V Donny C, he shares with us an old photo of the Eldridge fish plant.

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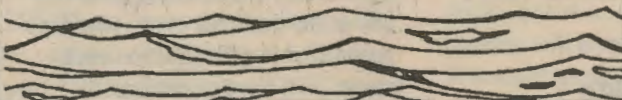
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Deadlines are the first and third Friday of each
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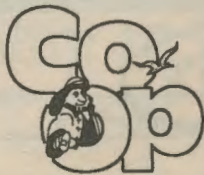
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Groundfish Plans Collide Hearings to Decide: Quotas vs. Days-At-Sea

*Written By John K. Bullard, Director of Fisheries Representation,
New Bedford Seafood Co-Op*

It looks now like two very different alternatives will be considered at public hearings on Amendment #5 to the Groundfish Management Plan. The Groundfish Oversight Committee of the New England Fishery Management Council (NEFMC) hopes to schedule public hearings in January of 1993. They promise to be controversial, exciting — and most important to New England groundfishermen.

The Committee, chaired by former Gloucester fisherman Joe Brancalone, met on Wednesday, Oct 14th in Waltham. There they put the finishing touches on a preferred alternative that is based on days-at-sea as the instrument to reduce fishing effort and therefore fishing mortality. At the same time they unanimously approved as a non-preferred alternative a plan offered by Tom Hill that uses overall quotas as the ultimate control mechanism. The stage is set for contentious debate on which will depend the future of fishing in New England.

The plans have a number of common elements including a moratorium on groundfish permits that was opposed by the Groundfish Industry Advisors. Besides limiting entry this also places a cap on increases in overall fishing power. There are closed areas in both plans as well as requirements for mandatory reporting and

permits for owners, operators and dealers. Both plans also include a night fishing ban within 12 miles of the coast.

Days-At-Sea Plan

This preferred alternative will require all vessels to reduce their

fishing days over the seven year life of the plan. They will institute a layover day plan that requires one day at the dock for every two days groundfishing. In addition each vessel will have to declare themselves out of groundfishing for a total of 80 days. These will be taken

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in blocks of at least 20 days with at least 20 days absent occurring in the spawning period between March 1 and May 31. This will result in a vessel having 190 "opportunity days" to fish. In year three of the plan, each vessel will have to increase its days out of groundfishing to 128, thus reducing its "opportunity days" to 158. These "opportunity days" will be reduced to 133 in year 4, 110 in year 5 and an unbelievable 88 in year 6!

In addition, the minimum mesh size will be increased to 6 inches except for a small area west of 70 degrees longitude where 5 1/2" will be allowed for the first year only.

Quota

The non-preferred alternative has two important characteristics. The first is that it divides the management area into three natural sub-areas (Gulf of Maine, Georges Bank, Southern New England) that can be managed differently. All overall quarterly quota, based on the last three years' history, will be set for each area. When the quota is reached, groundfishing in that area will be shut down.

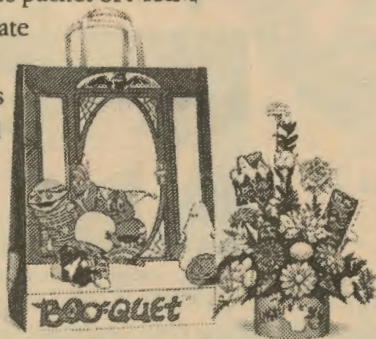
The second characteristic is that the sub-area quotas as well as increases in mesh size and tie-up periods can be independently designed to manage fishing effort in


each sub-area. For instance in the first year all boats would be required to tie up for two different months. In the Gulf of Maine and on Georges the mesh size would go up to 6". The quota would be non-restrictive. In Southern New England, the tie-up days would be the same and the mesh size would remain at 5 1/2". However the quota would be reduced by 10%.

For more information on these two plans please call me. After you're informed of the differences, please give me your opinion on which plan YOU prefer so I can better represent you. After all, you are the one who will live under it!

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Kerry Measure To Help Fishing Industry Passes Senate

The U.S. Senate recently, under a plan sponsored by Sen. John Kerry, authorized \$25 million over the next five years to help the hard-pressed New England fishing industry rebuild depleted stocks of cod, haddock and flounder. The measure was one of several items to pass the Senate which are expected to boost the state's fishing industry.

Under the plan, a Northwest Atlantic Ocean Fisheries Reinvestment program would be created to develop alternative fisheries, improve the value-added processing of fish, expand uses of fish waste and sponsor aquaculture and hatchery projects for New England groundfish. The plan is contained in the legislation authorizing programs in the National Oceanic and Atmospheric Administration (NOAA).

"Fishermen from Gloucester to New Bedford are struggling," Kerry said. "The decline in our most important fisheries has caused problems that are severe, urgent and unavoidable. A long-term strategy is needed, including an end to over-fishing, better enforcement of regulations, cooperation with Canada, environmental protection and the development of new opportunities for fishermen to make a living. The legislation approved by the Senate is only a start, but it is a start in the right direction," Kerry added.

In addition to the Fisheries Reinvestment Fund, the Senate approved a provision to reimburse states for the costs of enforcing federal fisheries regulations and authorizing the creation of a New England fisheries enforcement working group headed by the commander of the first Coast Guard District in Boston.

Legislation similar to the Kerry

provisions was sponsored in the House of Representatives by Rep. Gerry Studds. The bill now goes to the White House for the President's signature.

In addition, other programs important to Massachusetts were included in the bill. Significantly, NOAA, in conjunction with the Environmental Protection Agency (EPA), will develop a comprehensive national program for monitoring marine and coastal waters, including Massachusetts Bay and Cape Cod Bay.

"These programs will provide a unique opportunity for scientists and managers to evaluate changes as the

billion dollar clean-up of Boston Harbor continues," Kerry said.

Also included in the measure is a program to be conducted by the National Weather Service to upgrade satellites and facilities which will improve vital forecasting and storm warning systems necessary to predict hurricanes and northeasters.

Under the same measure, the 23-vessel NOAA fleet, and the research ship, Albatross IV, moored at Woods Hole and used to conduct fishery research, will be modernized to maintain U.S. leadership in oceanographic research.

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Looking Back 39 Years Ago. . .

Scallop Landings/Prices

Information provided by National Marine Fisheries Service from 1953 stats

October 31, 1953 Scallopers

Mary Anne 9,700 lbs Scallops
TOTAL 9,700 LBs PRICE: .48

Draggers

Connie F	12,800 lbs(9.5 yellowtail, .3 blackbacks, 3. fluke)
Dauntless	9,500 lbs (1. haddock, 3. cod, .5 yellowtail & 4. blackbacks)
Eugene & Rose	9,100 lbs (5.6 yellowtail & 3.5 fluke)
Growler	16,300 lbs (13. yellowtail, .3 blackbacks, 3. fluke)
Joan & Ursula	15,100 lbs (.8 haddock, .8 cod, .5 yellowtail, 13. lemonsole)
Junojaes	13,000 lbs (11. yellowtail & 2. fluke)
Mary & Joan	18,500 lbs (2.5 haddock, 1. cod, .15. lemonsole)
Noreen	29,300 lbs (2.5 haddock, 1.5 cod,.3 yellowtail,25. lemonsole)
Roberta Anne	4,900 lbs (.1 yellowtail, 4.5 fluke, .2 hake, .1 scup)
Teresa & Jean	25,600 lbs (various includes 12. cod & 11. lemonsole)
Three Pals	19,500 lbs (17.5 yellowtail & 2. fluke)
Whaler	21,200 lbs (3. haddock, 2. cod,.2 yellowtail, 16. lemonsole)

TOTAL 193,800 lbs

Haddock	.14	Lemonsole	.29-.33
Codfish	.10-.11	Fluke	.10-.30
Yellowtail	.15-.16	Hake	.10
Blackback	.12-.25	Scup	.05

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Letter To The Editor

Letter to the Editor:

State Representative Thomas S. Cahir (D) Bourne has filed a bill, House Bill # 5128 for an increase in excise taxes on boats. All boats (anything that floats), whether recreational, registered or not registered, documented or not documented. This dangerous piece of legislation would put the already struggling commercial fisherman right out of business. The reason being is that the biggest increase comes with the new valuation method. This bill along with Chapter 60B which exists now will devastate the boating industry. The new method requires using the "BUC" boat price guide listed price and valuing the boat at FULL MARKET VALUE and ALL EQUIPMENT. I have inquired about this "BUC" book price guide and have been told by dealers it is 1/3 HIGHER than in any other state, so remember you will be taxed at today's full market value. Your excise tax will increase anywhere from 250% minimum to 1000% or more. This is taxation in its most lethal form. Not only would this hurt the commercial fisherman, it would hurt tourism, strangle marinas and force small recreational boats out of the water, both salt and fresh. This is not responsible representation...it is highway robbery!

The clerk of the House of Representative's


telephone number is 617-722-2356. By law they have to tell you the status of House No. 5128, and it is before the Taxation Committee. This bill is not dead.

Rep. Cahir has stated that he filed this bill for the Buzzards Bay Action Committee, James Malatas, Bourne Selectmen Ted Pratt, Marion Selectmen and six other people plus the organizations and other municipalities, yet Rep. Cahir is the sole petitioner. Perhaps he thought nobody would find out about this bill, but someone did and the people have a right to know. More money for the general fund Rep. Cahir? This reminds me of the users fee we have to pay the federal government that the US Coast Guard does not receive one penny. It goes into the omnibus general fund so Washington tells me.

Please kill the bill Rep. Cahir. It can be done and quickly too. Please folks, keep in mind that this bill can be amended with another bill and sail through in the wee hours of the morning. We know all about that don't we? How about a bill ending all night sessions? How about 6PM and no later!

Sincerely,
Sandy Wehr,
Wareham

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Coast Guard Reports

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Sept 22, 1992/ 1:32 AM

Coast Guard Operation Center received a call from Canadian authorities about a flare sighting 230 miles southeast of Nantucket. A Canadian aircraft was flying at 18,000' when the pilot thought he saw a red flare at 15,000'. The average height of a red parachute flare is 1,200'. The aircraft stayed in the area and sighted one contact who did not appear to be in any distress. No other flares were observed. An urgent marine broadcast was issued with negative results.

Sept 22, 1992/ 6:52 PM

Coast Guard Station Woods Hole monitored a male voice on channel 16 stating, "We need help". There was no apprehension in the voice and no directional find was obtained. There were numerous Coast Guard call backs and the urgent marine broadcast which was issued received no response. There were no other distress or overdue in the area.

Sept 24, 1992/ 10:51 AM

Coast Guard Operation Center was informed by the New Bedford based Cutter Campbell that they had received an audible 121.5 EPIRB alert. A Coast Guard Helicopter was diverted to locate the source of the signal. A Coast Guard Auxiliary member from the New Bedford Flotilla located the signal coming from the North Carolina based F/V Divine Mercy tied in the vicinity of the Tichon Fish Pier. The EPIRB signal was secured.

Sept 25, 1992/ 10:52 PM

Coast Guard Station Woods Hole monitored a call on channel 16 from a male voice who calmly stated, "Coast Guard, Coast Guard . . . Mayday, Mayday". The call was also heard by three other Coast Guard Stations. Two directional finds of the signal were obtained. An urgent marine broadcast signal was issued and brought negative results. A helicopter search was launched to cover the area of Rhode Island Sound from Menemsha to Watch Hill. The search did not find any signs of

distress. Another search took place during daylight hours the next day. Once again it resulted in no findings.

Sept 26, 1992/ 8:15 PM

Coast Guard Station Woods Hole copied a transmission on channel 16 from a male caller with a sarcastic voice stating, "help help, Mayday" (seven seconds of silence then) "AAAAAAH baby, AAAAAAH baby". The case was downgraded to nondistress status by the Coast Guard District and no further actions were taken.

Sept 30, 1992/ 2:31 AM

Coast Guard received a distress call from the F/V Gatherer from the vicinity of Nantucket Shoals reporting that a crewmember had fallen over the side at 2:26 AM. Life rings and strobe lights were thrown over, but the crewmember was unable to reach them. The man was dressed in orange foul weather gear and did not have a personal flotation device. The scalloper conducted an immediate search of the area with negative results. An aircraft was launched to

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search and arrived on the scene one hour later. The search resulted in negative results. The seas were four to eight feet, winds were out of the northwest at 20 knots, the visibility was 10 miles and the water temperature was 65 degrees. The man was not located.

Sept 29, 1992/ 11:15 AM

The Coast Guard Operation Center received a 406 EPIRB alert coming from vicinity of 10 miles west of Gay head. The EPIRB was registered to the New Bedford based F/V Linda & Stephanie. Attempts to reach the vessel brought no results. An aircraft was dispatched and located the vessel in the signal's location. The vessel was not in any distress and the master claimed that the EPIRB was activated by accident. The signal

was secured.

Oct 3, 1992/ 1:52 PM

Coast Guard Station Woods Hole copied a distress call on channel 16 stating, "We're going down . . (response by unknown vessel) You going down, Where are you, is that guy going down . . (response) don't get so personal". No directional find was obtained and there was no response to the urgent marine broadcast. There were no reports of distress in the area.

Oct 3, 1992/ 9:19 AM

Coast Guard Operation Center a 406 EPIRB alert coming from the vicinity of three miles south of New Bedford. The EPIRB was registered to the New Bedford based F/V Kimbanda. Efforts to

contact the vessel by radio were unsuccessful. A Coast Guard Helicopter flying a training mission was diverted to locate the vessel. The vessel was located in no distress and it was determined that a probable EPIRB malfunction caused the device to activate.

Oct 10, 1992/ 8:54 PM

The New Bedford based stern trawler F/V Sea Siren called for Coast Guard assistance when it became disabled with engine failure 25 miles east/southeast of Nantucket. A mariners assistance broadcast was issued and no one responded. A cutter was directed to tow the vessel to the vicinity of Nantucket Sound where it was to be relieved of the tow by another vessel. The F/V Sea Siren was towed back to port.

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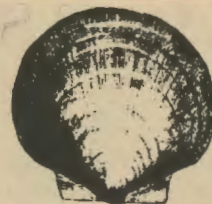
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SCALLOP LANDINGS



Monday, October 5, 1992	<i>No Scallopers At Auction</i>		15 vessels in port
Tuesday, October 6, 1992	<i>No Scallopers At Auction</i>		no vessels in port
Wednesday, October 7, 1992	<i>No Scallopers At Auction</i>		2 vessels in port
Thursday, October 8, 1992	<i>No Scallopers At Auction</i>		2 vessels in port
Friday, October 9, 1992	<i>No Scallopers At Auction</i>		6 vessels in port
Monday, October 12, 1992	<i>No Scallopers At Auction</i>		16 vessels in port
Lori Sandra Guidance Mary Ann Integrity	Seafarer Zibet Thor Rianda	Lady Cheryl Tropico Odyssey Patience	Oceanic Perserverance Chief Canton
Tuesday, October 13, 1992	<i>No Scallopers At Auction</i>		4 vessels in port
Liberty	Huntress	Act II	Majestic
Wednesday, October 14, 1992	<i>No Scallopers At Auction</i>		9 vessels in port
Boca Bay Enterprise	Endurance Donny C	Sonia Nancy Viking Queen	Mariner Kathy Marie Viking
Thursday, October 15, 1992	<i>No Scallopers At Auction</i>		6 vessels in port
Jupiter Edgartown	Celtic Harmony	Michigan Jillian	
Friday, October 16, 1992	<i>No Scallopers At Auction</i>		4 vessels in port
Contender	Columbia	Nelson	Leader

**The listing of vessels under dates where no scallopers at auction appears does not necessarily imply that the listed scallopers landed that day. The vessels were simply observed to be back in port within those days.*

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Two Local Scallopers Lose Fishing Permits And Are Handed Severe Fines

The fishing permits from two area fishing vessels have been taken away by the federal regulators recently. Federal authorities from the National Oceanic and Atmospheric Administration have reached a judgement that claims the F/V Barnacle Bill and F/V Ocean Gem were fishing in Canadian waters earlier this year.

The owner and skipper of the Barnacle Bill, Gary Feener was fined \$100,000 and will be not be allowed to take the vessel fishing for five years. He will however be allowed to fish in limited ways in state waters.

The owner and skipper of the F/V Ocean Gem, Gary Gaudiello was fined \$200,000 for fishing over the

line and failing to stop for Canadian authorities. The vessel's fishing permit was taken away for a period of one year.

Federal prosecutors say the fines were severe because of the history of poaching by both men and vessels. The permit sanctions could be put on hold if the men appeal the findings. Both men would be able to fish or serve as skippers on other fishing vessels.

The heavy fines come at a time when a number of local fishing vessels have been caught fishing "over the line". Many fishermen claim that Canadian waters comprise of the better fishing grounds, a place where the larger scallops can be

found.

The F/V Barnacle Bill was also fined \$1,000 for procession of an illegal lobster on board and lost its catch valued at \$32,000. The vessel was spotted 1.8 miles inside Canadian waters. Capt. Feener told reporters when he was caught that he had fallen overboard and his vessel went into Canadian waters to rescue him. Federal authorities say that story did not stand up to scrutiny.

The \$6,500 catch of the F/V Ocean Gem was also seized and ordered forfeited to federal authorities.

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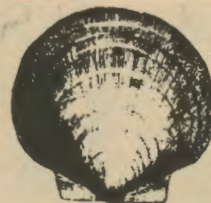
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SCALLOP LANDINGS



Monday, October 5, 1992	<i>No Scallopers At Auction</i>			15 vessels in port
Tuesday, October 6, 1992	<i>No Scallopers At Auction</i>			no vessels in port
Wednesday, October 7, 1992	<i>No Scallopers At Auction</i>			2 vessels in port
Thursday, October 8, 1992	<i>No Scallopers At Auction</i>			2 vessels in port
Friday, October 9, 1992	<i>No Scallopers At Auction</i>			6 vessels in port
Monday, October 12, 1992	<i>No Scallopers At Auction</i>			16 vessels in port
Lori Sandra Guidance Mary Ann Integrity	Seafarer Zibet Thor Rianda	Lady Cheryl Tropico Odyssey Patience	Oceanic Perserverance Chief Canton	
Tuesday, October 13, 1992	<i>No Scallopers At Auction</i>			4 vessels in port
Liberty	Huntress	Act II	Majestic	
Wednesday, October 14, 1992	<i>No Scallopers At Auction</i>			9 vessels in port
Boca Bay Enterprise	Endurance Donny C	Sonia Nancy Viking Queen	Mariner Kathy Marie Viking	
Thursday, October 15, 1992	<i>No Scallopers At Auction</i>			6 vessels in port
Jupiter Edgartown	Celtic Harmony	Michigan Jillian		
Friday, October 16, 1992	<i>No Scallopers At Auction</i>			4 vessels in port
Contender	Columbia	Nelson	Leader	

**The listing of vessels under dates where no scallopers at auction appears does not necessarily imply that the listed scallopers landed that day. The vessels were simply observed to be back in port within those days.*

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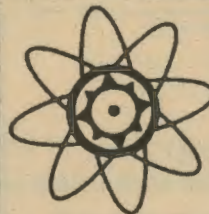
Celebrity chef Julia Childs and Greater New Bedford Regional Vocational Culinary Instructor Paul Amaral share the stage at a recent seminar on Marketing Skatewings. The pair joined others from the area in discussing how to best utilize the fish specie.



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Seafood Industry Group Criticizes Public Voice Press Conference

ARLINGTON, VA — The National Fisheries Institute (NFI), the seafood industry's largest national trade association, recently responded to Public Voice for Food and Health Policy's charges about failures in the seafood safety and inspection system.

"The distortions and exaggerations which characterize the Public Voice for Food and Health Policy campaign are harming rather than aiding efforts to obtain meaningful legislation," said Lee J. Weddig, executive vice president of NFI. "Greatly exaggerating the extent of any problems which may exist and portraying them out of an overall public health context undermines the credibility of the legislative effort."

In response to questions about the "victims'" stories, Mr. Weddig continued, "it is unfortunate and regrettable that there are any incidents of illness or death associated with food consumption in general and fishery products specifically. The fact is that risk of serious illness or death from any of the 13 billion seafood meals consumed each year in this country is infinitesimal and no greater than that from meat or poultry. Unfortunately, that is of little consolation to those who become ill."

"The seafood industry is committed to correct those conditions under its control which may be the cause of harm to consumers of its products. This commitment includes support of legislation which would provide such additional authority and funds needed to fill in any gaps in the current seafood regulatory/inspection system

— a system which has been greatly expanded in recent years and which effectively protects the public health."

"However," continued Weddig, "seafood inspection legislation must be based on a truthful, undistorted appraisal of current conditions. The nation's public health authorities have stated over and over again that the risk of illness from eating seafood is no greater, and in many cases, far less than that attributed to other animal proteins. This fact is not altered by emotional exploitation of isolated, unsubstantiated incidents for political purposes."

Seafood Inspection Programs Do Exist

"Contrary to charges from some," said Weddig, "the seafood supply is regulated. On a pound-per-pound basis, more money is now being spent for regulation of seafood than for meat and poultry inspection."

"Despite the magnitude and

effectiveness of these efforts, the Food and Drug Administration's expanded seafood safety program would be enhanced by some additional authority and funding to correct the few areas where safety lapses still occur. The seafood industry supports this and urges Congressional and Administrative action.

"In a time when there are few funds for expanded government activity, it is essential that legislation be very specific and directed to real problems rather than "sky-is-falling" phantoms."

"Not needed or affordable is the Public Voice legislative vision of three federal agencies duplicating each others' activities in a bureaucratic nightmare. Seafood inspection legislation must not be used as the stalking horse for politically-inspired changes in basic food and labor law which should be applicable to the entire food industry, if needed at all."



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DRAGGER LANDINGS



Niagara Falls 18,500/ Shelagh K 21,000/ Rams 5,500/ Triunfo 12,200

TOTAL 57,200 LBS

October 5, 1992

Monday

27,000 lbs
30,000 lbs
1,700 lbs

Cod Whale 1.30/ Large 1.60-1.65/ Markets 1.60-1.75/ Scrods 1.30-1.40
Channel Flounder Large 1.60-1.75/ Small Blackbacks 1.40-1.50 / PW 1.30
SandDabs 1.30

Linda & Ilda 12,400/ Maureen S 16,500/ Elizabeth 10,500/ Vila Ihavo 12,500/ Lucimar 10,300

TOTAL 62,200 LBS

October 6, 1992

Tuesday

18,000 lbs
2,000 lbs
21,000 lbs
5,000 lbs
200 lbs
5,000 lbs
11,000 lbs

Cod Large & Markets & Scrods 1.35-2.00
Georges Large & Small Blackbacks, PW 2.00
Channel Flounder Large & Small Blackbacks 1.40-1.75 / PW 1.20-1.75
Dabs Large 1.55/ Small 1.35
Greysole Large 2.00/ Small 1.50
SandDabs .60-1.25
Yellowtail 100-120 count 1.60 / 160-180 count 1.45

Fisherman 13,900/ Iberia II 9,300/ Neves 12,000/ Blue Seas II 12,100

TOTAL 47,300 LBS

October 7, 1992

Wednesday

8,000 lbs
6,000 lbs
4,000 lbs
3,000 lbs
900 lbs
26,000 lbs

Cod Whale 1.50/ Large & Markets 1.60/ Scrods 1.50-1.60
Georges Lemonsole 2.00/ Large BB 1.80 / Small Blackbacks 1.70/ PW 1.55
Channel Flounder Large 1.75/ Small Blackbacks 1.65 / PW 1.40
Dabs Large 1.50/ Small 1.20/ PW 1.00
SandDabs 1.05-1.60
Yellowtail 100-120 count 1.46-1.70 / 160-180 count 1.35-1.60

Sao Marcos 9,000/ Sea Breeze 10,100/ Valkyrie 21,000/ My Way 9,900/ United States 12,000/

Luzo American II 10,000/ Senhora Viagem 13,100/ Jenny Christine 18,100

TOTAL 103,200 LBS

October 8, 1992

Thursday

500 lbs
36,000 lbs
7,000 lbs
18,000 lbs
20,000 lbs
1,200 lbs
8,000 lbs
9,000 lbs

Haddock Large 2.00/ Scrod 1.50
Cod Whale 1.25/ Large & Markets 1.50/ Scrods 1.35-1.50
Georges Large BB 1.80-2.00 / Small Blackbacks 1.60-2.00/ PW 1.00
Channel Flounder Large 1.60-1.95 / Small Blackbacks 1.40-1.95 / PW 1.00-1.95
Dabs Large 1.50/ Small 1.40 / PW 1.10-1.20
Greysole Large 1.00-2.00/ Small .80
SandDabs .80
Yellowtail 100-120 count 1.60-1.70 / 160-180 count 1.50

Buenos Aires 11,500/ Caravelle 14,000/ Voyager I 13,700/ Sao Paulo 8,000

TOTAL 47,200 LBS

October 9, 1992

Friday

15,000 lbs
500 lbs
3,000 lbs
14,000 lbs
700 lbs
14,000 lbs

Cod Large 1.60/ Markets & Scrods 1.20-1.60
Georges Large BB 1.80/ Small BB 1.70
Channel Large BB 1.50/ Small BB 1.40
Dabs Large 1.40-1.45 / Small 1.10-1.25 / PW .80-.85
Greysole 2.50
Yellowtail 100-120 count 1.20-1.30 / 160-180 count 1.00-1.20

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TOTAL 56,400 LBS

October 12, 1992
Monday

20,000 lbs
5,000 lbs
5,000 lbs
1,000 lbs
21,000 lbs

Cod Markets 1.00-1.20/ Scrod 1.00-1.05
Georges Large BB 1.50-2.50/ Small BB 1.40-2.50/ PW .60-2.50
Channel Flounder Large 1.00-1.05 / Small BB .80-1.05/ PW .60-1.05
Sand Dabs .40
Yellowtail 100-120 count 1.25-1.30 /160-180 count 1.10-1.15

Shannon III 29,200/ Seel 16,000/ Isabel S 31,000/ Ria Aveiro 18,400/ Lisbon 7,100/ Atlantis 11,400

TOTAL 113,100 LBS

October 13, 1992
Tuesday

52,000 lbs
5,000 lbs
27,000 lbs
400 lbs
2,000 lbs
800 lbs
27,000 lbs

Cod Whale 1.05/ Large 1.05-1.50/ Markets 1.10-1.50/ Scrod .80-1.30
Georges Lemonsole 1.60/ Large BB 1.00-1.60/ Small BB .80-1.50/ PW 1.30
Channel Flounder Large 1.00-1.60/ Small BB .80-1.60/ PW .60-1.40
Dabs Large 1.30/ Small 1.10
Pollock .50-.80
Sand Dabs .40
Yellowtail 100-120 count 1.30-1.45 /160-180 count 1.10-1.15

Triunfo 8,200/ Santa Queen 11,000/ Nauset 12,100/ Josh & Jake 9,500

TOTAL 40,800 LBS

October 14, 1992
Wednesday

8,000 lbs
3,000 lbs
16,000 lbs
10,000 lbs
3,000 lbs
3,000 lbs

Cod Large & Markets 1.10-1.20/ Scrod .90-1.10
Georges Lemonsole & Large BB 1.00/ Small BB .90/ PW .80
Channel Flounder Large 1.00-1.20/ Small BB 1.00-1.10/ PW .70-1.00
Fluke 1.00
Sand Dabs .50
Yellowtail 100-120 count 1.35 /160-180 count 1.30

Rams 28,200/ Capt Cruz 8,200/ Lady of Grace 19,000/ Niagara Falls 23,000/ Helen Marie 21,200/ Shelagh K 23,200

TOTAL 123,800 LBS

October 15, 1992
Thursday

52,000 lbs
400 lbs
48,000 lbs
300 lbs
100 lbs
800 lbs
21,000 lbs

Cod Whale 1.00-1.10/ Large 1.05-1.40/ Markets 1.10-1.40/ Scrod .80-.92
Georges Large BB 1.00/ Small BB 1.00
Channel Flounder Large 1.00-1.20/ Small BB .80-1.00/ PW .80-1.05
Dabs Small .60/ PW .40
Pollock .40
Sand Dabs .40
Yellowtail 100-120 count 1.00-1.25 /160-180 count .70-.80

Santo Antonio 11,500/ Sharon Marie 20,000

TOTAL 31,500 LBS

October 16, 1992
Friday

100 lbs
11,000 lbs
300 lbs
15,000 lbs
300 lbs
300 lbs
4,000 lbs

Haddock Scrod 1.50
Cod Large 1.10-1.15/ Markets 1.15 / Scrod 1.05-1.10
Georges Large BB 1.30/ Small BB 1.20
Channel Flounder Large 1.05-1.10/ Small BB 1.00-1.10/ PW .70-1.00
Dabs Large 1.00/ Small .80
Sand Dabs .60
Yellowtail 100-120 count 1.20 /160-180 count 1.10

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Lobster Management On Hold

Faced with a number of uncertainties over some aspects of the most recent lobster stock assessment, the New England Council debated at its September meeting the wisdom of continuing discussions on the development of a comprehensive amendment to its lobster Fishery Management Plan (FMP). At issue is whether the American lobster resource is currently overfished, and if so which stocks are affected and to what extent. Scientists working to refine the information and resolve what appear to be inconsistencies told the Council's lobster Committee they will not have better answers until next summer.

The management dilemma this

scenario creates centers on the National Marine Fisheries Service (NMFS) guidelines for preparing fishery management plans. Under what is referred to as the "602 Guidelines", the Council must define overfishing in their management plans or plan amendments and propose measures to address overfishing if it exists. Lacking a definitive lobster assessment to make that determination and with two deadlines looming in the near future, the Council voted to ask NMFS to explore the administrative mechanisms available, short of a plan amendment, to delay those deadlines.

The consequences for the future direction of lobster management are

far-reaching, given the nature of those deadlines. Amendment #4 to the plan, now in place, requires the Lobster Committee to report to the full Council prior to December, 1992 on the feasibility of developing an approvable comprehensive amendment. If they move forward the Council must finalize a package for approval by the Secretary of Commerce by December 26, 1993. Failure to deliver the amendment or disapproval by the Secretary would trigger an immediate resumption of the remaining minimum size increases approved under Amendment #3 to the lobster FMP.

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7	101D	Introduction to Personal Computers
7	407A	Refrigeration & Air Conditioning
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Wednesday, October 7, 1992

Boston \$2.50

North Shore \$2.50-2.60 culls \$2.10

South Shore \$2.50

Friday, October 9, 1992

Boston \$2.50

North Shore \$2.50-2.60 culls \$2.10

South Shore \$2.50

Monday, October 12, 1992

Boston \$2.50

North Shore \$2.60-2.70 culls \$2.10-2.20

South Shore \$2.50

Tuesday, October 13, 1992

Boston \$2.50

North Shore \$2.50-2.60 culls \$2.00-2.10

South Shore \$2.40

Wednesday, October 14, 1992

Boston \$2.25

North Shore \$2.35-2.45 culls \$1.85-1.95

South Shore \$2.25

Thursday, October 15, 1992

Boston \$2.25

North Shore \$2.35-2.45 culls \$1.85-1.95

South Shore \$2.25

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Richard C. Hiscock

Information Abounds At Fish Expo Boston

We just returned from Fish EXPO in Boston, and while we spent most of our time attending meetings, and only a short time to viewing the show itself, it was, as always, an informative exposition. The fishing industry is changing and evolving to meet new challenges.

We were impressed with the increased availability of safety and emergency rescue equipment. The manufacturers and vendors of this equipment have responded to the needs of the industry and to the new federal requirements for increased emergency rescue equipment. It is unclear whether the industry is taking advantage of the opportunities available. This would have been the year to take advantage of "show specials" for liferafts, as next year EXPO is in Seattle, and by September 1993 most fishing industry vessels in New England will be required to be equipped with inflatable liferafts. It seems that many vessels owners are, as usual, waiting until the last minute to equip their vessels with this essential survival equipment.

The manufacturers are prepared to supply the needs of the industry, but we would urge vessel owners to get their liferafts long before the September 1, 1993 deadline. A last minute rush will unnecessarily strain the suppliers and installers of this equipment.

USMSA Committee Meetings

In addition to making a fast tour of the show, we spent most of our time in Boston attending meetings of the U.S. Marine Safety Association (USMSA). We have been involved with the association for many years, and always try to attend the annual meetings when they are held at Fish EXPO in Boston. In addition we serve on the Training Standards Advisory Committee.

On Wednesday afternoon we attended some of the USMSA committee meetings, specifically those of the liferaft manufacturers and service facilities committees, immersion suit manufacturers, and the training and education committee. We were unable to squeeze in the pyrotechnics committee meeting, but learned later that the main focus of their meeting was a concern for the proper shipping and labeling of pyrotechnics (flares). Apparently there is a good deal of confusion and misunderstanding at all levels of distribution. The pyrotechnics committee is planning a concerted effort to get information out to distributors and dealers regarding the proper shipping and labeling procedures, for these hazardous items.

The liferaft manufacturers and service facilities committees have just about completed a very important project: the establishment of a Coast Guard accepted sticker to be placed on all approved

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inflatable liferafts and buoyant apparatus. The sticker will indicate (a) that the equipment has been serviced by a service facility authorized by the manufacturer and the Coast Guard and (b) when the equipment will require servicing. It is hoped that by January 1993 liferaft service facilities will have the new stickers and can begin placing them on the outside of liferaft canisters. The stickers will be a great help to anyone, including the vessel owner, needing to determine whether and where a liferaft needs service. They will be of particular assistance to Coast Guard and third-party dockside examiners, and at-sea Coast Guard boarding officers, for it will be a simple matter of checking the stickers (which will be color coded by year) to determine the status of a liferaft.

The immersion suit committee is very concerned about maintenance,

service and inspection of immersion (exposure/survival) suits. The committee has developed a booklet regarding the proper procedures for the care and cleaning of suits. Suit manufacturers plan to attach a copy of the pamphlet to each new suit sold. In addition they plan a major distribution of this booklet to current owners of suits. We will keep you posted on the availability of this important information.

The training/medical committee had a brief meeting on Wednesday at which it was decided to approach the U.S. Public Health Service (USPHS) regarding the revision of the standards for "medical chests" as currently set forth in federal regulations. Those standards are "ancient" and have not been revised for many years. With the new requirement for first-aid kits on commercial fishing vessels, it is hoped that USPHS might be

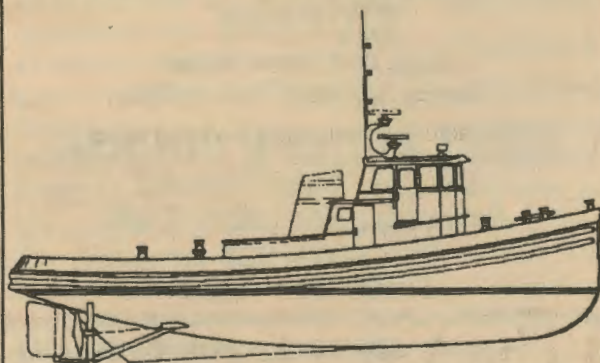
persuaded to revise the standards both for "blue-water" commercial vessels, and for commercial fishing vessels, as presently there are no standards for the kits used on these vessels.

Standards For Training And Drills

Two years ago, after the USMSA annual meeting, members of the training/medical committee and others, decided it was time for USMSA to take responsibility for developing national standards for fishing vessel safety training. Since that time five meetings have been held around the country, the last two in cooperation with the New Jersey Marine Sciences Consortium which last year received funding to carry on this project to completion.

At the most recent meeting, last Thursday, the best fishing vessel safety trainers and educators in the

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country gathered again to review a draft curriculum for training individuals responsible for conducting drills on board commercial fishing industry vessels. (At this time drills must be conducted, but beginning in September 1994 the person conducting the drills must receive specialized training in how to conduct the drills.) Few changes were made to the proposed curriculum at that time, but the material will be reviewed and refined at future meetings.

In addition the committee reviewed the proposed Coast Guard "Guidelines for acceptance of instructors and course curricula for conducting fishing vessel drills and instruction", and made recommendations for several minor modifications. As presently proposed the local Officer In Charge of Marine Inspection (OCMI) will be authorized

to "accept" training programs that meet the guideline set forth the document soon to be distributed by Coast Guard Headquarters in Washington. The purpose of this acceptance procedure is to ensure that individuals and institutions conducting the required training (of individuals who will then conduct drill on board commercial fishing vessels) have the necessary background, knowledge, and facilities to properly provide the training. The emphasis of this training will be hands-on. At the end of the course participants should be able to demonstrate proficiency in certain skills, such as: testing on EPIRB, donning an immersion suit, putting out a fire with a fire extinguisher, starting a dewatering pump, writing a station bill, demonstrating a proper MAYDAY, operating a hydrostatic release, and minimizing the effects of flooding to name just some of the

recommended skills on the recommended "skills checkoff list".

This week the New Jersey Marine Sciences Consortium, using some of the best fishing vessel safety instructors in the country, is conducting a training program, using the "new" curriculum. The purpose of the program is to test the curriculum, and provide an opportunity for individuals on the East Coast to receive in-depth training. Individuals completing the training will receive certification from AMSEA (the Alaska Marine Safety Education Association) one of the premier training organizations in the nation. I am sorry to report that no one from Massachusetts or New England is taking advantage, of this wonderful opportunity to obtain hands-on training from some very talented individuals. It is hoped that training facilities, such as the maritime academies, will soon see the need to

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develop training programs that meet the new guidelines, and the needs of the industry in their region.

USMSA Annual Meeting

The general membership meeting of USMSA was held in Boston last Friday. Of interest to commercial fishing vessel operators was the presentations by Tim Farley and CDR Vince O'Shea of the Coast Guard regarding the enforcement of the Fishing Vessel Safety Act.

Tim, a civilian, who works in the Fishing Vessel Safety Section at Coast Guard Headquarters, reported that during FY-92 (1 October 1991 through 30 September 1992) approximately 3600 voluntary dockside examinations of fishing industry vessels were conducted. Only 44%, or 1600 vessels, received decals indicating compliance with the new fishing vessel safety regulations. Three-hundred of the decals were issued during the Bristol Bay (Alaska) salmon season this year. These are not impressive figures considering that many in the industry voiced the opinion that safety regulations were not needed, because most vessels in the fleet already had all the necessary equipment. This year there will be 45 additional Coast Guard personnel available to conduct voluntary dockside examinations. It is hoped that the industry takes advantage of this important program. The alternative of longer at-sea boardings, and possible termination can be avoided.

Commander O'Shea who heads up the enforcement program at Coast Guard Headquarters reported that during FY-92 approximately 7,600 at-sea boardings of commercial fishing vessels were conducted by Coast Guard operational units. During these boardings the emphasis was on the "big four": PFDs/Immersion suits and life rings; Visual Distress Signals; fire extinguishers; and, EPIRBs. Coast Guard boarding officers wrote 934

violations (for fishing vessel safety regulations), and terminated the voyage of 117 commercial fishing vessels. The usual reasons for termination are; insufficient or unserviceable PFDs or Immersion Suits; lack of communications equipment (radio or EPIRB when required); inadequate firefighting equipment; excessive explosive fuel or vapors in bilges; obvious stability problems (overloading or lack of freeboard); inoperable bilge pumping systems (where required); intoxication of operator; no operable navigation lights at night or during periods of reduced visibility; missing watertight closures; or flooding or uncontrolled leakage.

As far as at-sea boardings are concerned Commander O'Shea did not envision any major changes in policy or procedure in the near future. Boarding teams will continue to "spot check" vessels with compliance decals, and do a more thorough check of the "big four" on vessels without the decal. Boarding teams will continue to check additional items, such as: documentation, citizenship, and of course fisheries regulations.

Summary

Fish EXPO was a very informative and productive interlude. We learned a lot, made progress on developing national standards for training, and had an opportunity to see many friends in the industry. It was a particular pleasure to see Charles Hart again. Charlie is a Senior Vice President of MARKO in Seattle. Ten years ago we won the Massachusetts Lobstermen's Association raffle. Charlie Hart offered to swap the lobster we won for an equivalent value of West Coast salmon. It seemed like a great deal to us, so we packed up the lobster for travel, and off it went to Seattle. A few days later we received, by air freight, a large, delicious salmon. We look forward to Fish EXPO every

year it is in Boston and hope to make it to Seattle next year. We will be in New Orleans for a Commercial Fishing Industry Vessel Advisory Committee meeting in early December, and hope to get a chance to see some of the Work Boat Show.

For Further Information

If you still have not received a copy of the new fishing vessel safety regulations or pamphlet, or if you have specific questions about how to comply with the regulations please contact Mr. Ted Harrington, Mr. Bob Higgins, or LCDR Paul Von Protz, First Coast Guard District Fishing Vessel Safety Coordinators, at 617-223-8444.

Courtesy Examinations

If you would like the Coast Guard to conduct a courtesy examination of your commercial fishing vessel contact the Fishing Vessel Safety Specialist in your area: MSTC Tim White, MSO Portland, Maine (207-780-3251); CWO Joe McKechnie, MSO Boston, Mass. (617-223-3020); CWO Jim Price, MSO Providence (401-528-5335); CWO Jim Kurz, Group Long Island Sound (203- 468-4400); or, LT(jg) Paul Arnett, MIO New York (212-668-7810).

Richard C. Hiscock, founder and president of ERE Associates Ltd., in North Chatham, Massachusetts, a firm dedicated to marine and fishing vessel safety, previously published SAFETY NOTES for FISHERMEN and was author and editor of the FISHERMAN'S DIGEST. He is a member of the Society of Naval Architects and Marine Engineers, the U.S. Marine Safety Association, and serves on the Coast Guard's Commercial Fishing Industry Vessel Advisory Committee. Telephone 508-945-2182.

FROM THE GALLEY

Recipes Featuring
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New Bedford Skate Stew

This recipe was made available from the Women's Fisheries Network at the Fish EXPO, courtesy of Paul Amaral, American Culinary Federation, Inc.,

Skate wings	Linguica
Olive Oil	Potato
Spanish onions	Carrots, sliced
sliced	Tomato puree
Green pepper	Water
Clove of garlic	

Saute sliced onions and green pepper in small amount of olive oil until wilted. Add finely chopped garlic and sliced linguica. Add small chunks of potato and thinly sliced carrots along with tomato puree and water. Allow to simmer until potatoes are soft. Add skate pieces, season with salt and pepper, hot pepper if you wish. Cook until skate flakes. Serve with crusty bread.

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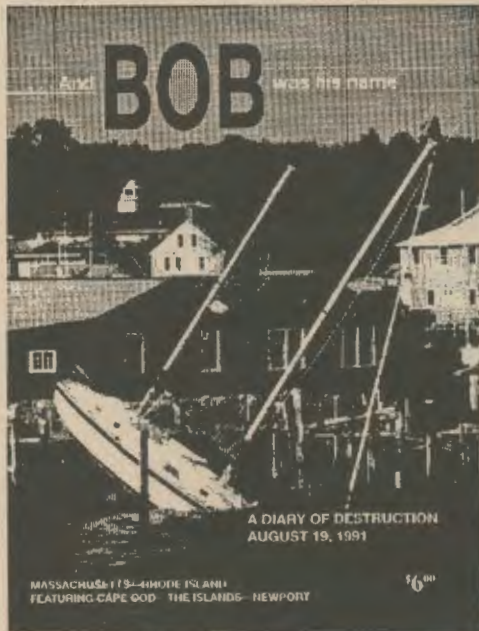
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Exposição Sobre A Cultura Do Oceano Apresentada Por Um Grupo De Desenvolvimento Um Plano De Aqua-Cultura, Baseado Na Elevação Na Nova Inglaterra

By José Vinagre

O consumo de peixe nos Estados Unidos aumentou em 25% nos últimos 10 anos, e é esperado que aumente ao ponto de cada pessoa consumir cerca de 20 libras no ano 2000. Contudo, durante este período, as pescas do arrasto no Atlântico Norte, desceram do ponto mais alto de 500 milhões de libras em 1983, para 258 milhões de libras em 1990. O decréscimo de 51%, é devido a uma série de factores, tais como, aumento de esforço sobre as pescas, e um aumento na eficiência da captura com aparelhos sofisticados. Medidas de protecção, têm sido largamente ineficientes no aumento dos cardumes de peixe de fundo como é tipicamente conhecido. Para que a indústria da pesca possa sobreviver nesta área, acção eficaz e imediata terá que ser tomada.

Até a data, cotas e restrições, têm tido um sucesso limitado e têm criado dificuldades financeiras aos pescadores. Um método que tem todo sucesso em restaurar os volumes das pescas é AQUA-CULTURA. Na cultura do oceano, pequenos peixes são criados em viveiros e depois soltos em zonas próprias de desenvolvimento. Esta estratégia é semelhante aquela usada pela indústria das madeiras para aumentar o potencial dos produtos de madeira. Em vez de confiar simplesmente na propagação natural para a replantação das árvores, a indústria da madeira, implantou um programa que visa a replantação das árvores, diminuindo significativamente o tempo de colheita. A lógica de tal questão, é aparente. A aplicação desta estratégia no que diz respeito às pescas é evidente no salmão do Pacífico no Alasca. Em 1990, viveiros privados não lucrativos em Alasca, produziram e sootaram 925.2 milhões de salmão jovem para aumentar os cardumes.

O nosso propósito é formar uma organização não lucrativa para desenvolver a aqua-cultura para aumentar os cardumes de espécies seleccionadas, num processo natural. Esta organização será composta e trabalhada por pescadores, membros de organizações relacionadas com as pescas, e especialistas interessados em usar aqua-cultura para melhorar o futuro da pesca comercial e recreativa na Nova Inglaterra. O nosso primeiro objectivo é determinar as melhores estratégias de aqua-cultura mais

apropriadas para desenvolverem as pescas de fundo na região da Nova Inglaterra. Um pequeno estudo, será preparado para experimentar estas técnicas, fundamentalmente oferecendo um plano de maior escala.

Nós reconhecemos o facto de que este plano só por si não pode resolver os problemas que presentemente confrontam a indústria. Contudo, aqua-culture oferece uma estratégia a longo prazo que tem o potencial de reconstruir as pescas que têm sido sobre-pescadas. Um plano multi-faceta de direcção e aumento das pescas, aparenta oferecer a melhor oportunidade de sucessivamente aumentar o volume de cardumes de espécies importantes para a indústria das pescas da Nova Inglaterra.

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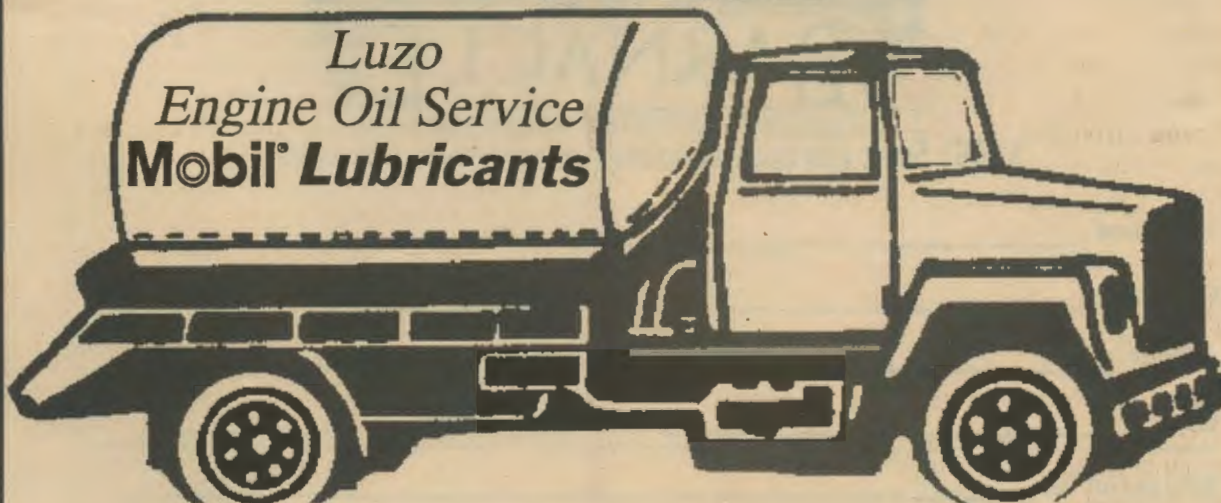
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Armando Estaudante of NorStar Foods participates in a panel discussion on marketing skatewings at the recent Fish Expo in Boston. The panel included Vocational Chef Instructor Paul Amaral, Congressman Barney Frank and celebrity chef Julia Childs.

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